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PANAMA CITY, FLA., JUNE 30, 1907.

Salutatory.

The wherefore and mission of the PILOT has been explained in the circular letter issued to the public. As stated therein "The aim of the PILOT is to further the interests of this portion of West Florida, bringing immigrants, homeseekers, to Washington county, advancing the upbuilding of Panama City, hastening the opening of our magnificent Deep Water Harbor to the commerce of the world, and voicing public sentiment on all vital issues of the day."

Our motto is Justice to All, and Justice from All. No prejudice exists with its management for or against any locality, party, corporation, or business. It will do all it can through persistent efforts to develop the untouched and unparalleled resources of the land and waters of West Florida, believing that this section of the lower South presents opportunities for the homeseeker and business man unsurpassed in any portion of the United States.

While the remainder of the Southern States show an increase of 72% in farm values in the score of years from 1880 to 1900, it is safe to say that Washington county, with its unlimited possibilities for diversified farming, and upbuilding of other industries, has made but very little advance along these lines, especially that portion away from the one railroad within its borders. Lack of transportation facilities in other portions, particularly railroads, has been the cause of this, but now that at least three new lines of railway will soon traverse the county from one end to the other, there will naturally and surely follow such a settlement and developing of the county, and corresponding increase in its material prosperity, as is coincident with the building of railroads through an undeveloped country.

To aid in this work through such influence as the public press can and does exercise, is the province of the PILOT. That we may be the more successful therein we ask the earnest support of every one interested in the development and prosperity of Saint Andrews Bay, and this portion of West Florida.

The Wisconsin legislature has elected "Ike" Stephenson, one of the states millionaires, to fill the unexpired term of Senator Spooner who recently resigned. As the long drawn out contest neared an end there were but two candidates left, Stephenson and Hatten, with the latter ahead, but through spite work, speaker Connors seeing that Hatten would be nominated on the next ballot, threw his influence and power against him. Mr. W. H. Hatten has visited our Bay several times, and it would have pleased his friends and acquaintances here very much if he had been elected.

Two hundred thousand emigrants have come to the South within the past year. It is admitted that Florida got very few if any of them. Why is it with land to give away, as fruitful as any the sun ever shone upon, and a climate that is the envy of the world, this State did not get its share of these people? There is certainly a screw loose somewhere when such conditions exist. We need and must have settlers, homeseekers, and home makers.

Railways in the South.

In a recent interview by a *Manufacturers Record* representative, President W. W. Finley, of the Southern Railway Co., presents some views upon the railway question in the South that are worthy of the fullest possible publicity and attention. The interview has none of the Wall street ring to it, but is a plain, common sense, every day talk, from one of the few railway men who are so placed with their properties that the good will of their patrons, and harmonious business dealings, are absolutely requisite for the upbuilding of the property over which the able gentleman presides.

There has been and is no differentiation of railways in the public clamor through the press or in legislative halls a road being a road, whether worth \$150,000 per mile, or \$5,000, and whether doing business between Boston and New York, or between River Junction and Apalachicola.

That such a grouping of roads is wrong in practice and principle, never seems to enter the minds of those who wish to ride to present popularity through siding with the popular clamor against roads, and with them anything is a "good enough Morgan."

The Railways themselves are much too blame for the present grouping of every line, no matter how great or how little, or where located, in the same category, and having to suffer for the sins of all the mismanaged, and Wall street managed roads, in the country.

The latter roads which are the wealthiest and strongest, have an object in not wishing any distinction made, for so long as they can keep the innocent and suffering roads in front of them, just so long they expect to be partially sheltered by this practice, which presents a protection, and blind, for their own iniquities. It is the hold up mans method when hard pressed by the officers.

We cannot copy in full Mr. Finley's able presentation of the case but would call the attention of our readers to such portions thereof as seem especially pertinent to our section of the country.

Mr. Finley says: "I know that a railway cannot prosper and expand its business unless the communities served by it are prosperous and able to increase their output so as to afford additional traffic for the road. It is, therefore, necessary that the road should co-operate in every proper way within its power for the development of all the territory traversed by it. I also know that in this day, when prosperity depends on ability to reach distant markets, no community can reach the full measure of development to which it is entitled by its natural advantages and the industry and enterprise of its citizens unless it is served by transportation agencies prosperous enough and strong enough to handle its present traffic and to increase its facilities fast enough to keep pace with the growing demands made upon it. The railway, therefore, has obligations to the public, and the public has obligations to the railway."

"A railway is in the business of producing and selling transportation. The buyers of transportation are the general public. The obligations of a railway to the public are to handle all traffic offered to it as promptly and efficiently as possible and to treat all buyers of transportation with absolute equality and fairness. The obligations of the public to the railway are to pay such reasonable charges for services rendered as will enable the railway to pay its expenses and sustain its credit by the payment to buyers of its securities a reasonable return on their investments; to support it by public opinion; and to discountenance any legislative proposition that would unduly reduce railway income, impose penalties for failure to do the impossible or otherwise hamper the road in its efforts to give its best services or cripple its efforts to improve its facilities."

"Whatever may have been true in the past, I am sure that all responsible railroad officials now understand their dependence on the public and their duties to the public. I am sure, too, that the people are beginning to understand their dependence on the railroads and their own advantage in assuring the success and prosperity of the roads on which they depend. In other words, the importance of transportation to all business is better understood. It must continue to be of increasing importance."

"I do not mean that all Southern development will be immediately checked unless better and more extensive transportation facilities are provided. I mean that without them development will be retarded and the South will fail to reach that full degree of material prosperity to which its great natural resources and the energy of its people entitle it."

"In some localities improved water transportation will be of great benefit. I think my position on this subject of the proper policy to be pur-

sued toward the waterway is now well understood throughout the South. I am most heartily in favor of improving to the utmost capacity of their usefulness every Southern harbor and every navigable river in the South. I believe that sound economic policy demands this course. I favor it because it will be an important factor in the upbuilding of the South and the railroads of that section have nothing to fear from anything that tends to the development of Southern trade."

"The extent to which extensions and improvements can be undertaken depends on the limitations of financial resources. For although there seems to be a popular belief that the railways are rolling in wealth, there are well-defined limitations of the financial resources of every road. A depression in the market for cotton goods, for instance, injures not only the manufacturers of cotton goods, but the carriers of those goods as well, and the failure of the cotton crop would injure not only the cotton planters, but the railways depending on cotton for a considerable proportion of their tonnage. On the other hand, anything injuring a railway, such as legislation affecting income or imposing unreasonable penalties, is an injury to everyone who is interested in the efficiency of that road. This is so true that, as I said on a previous occasion, I have no hesitation in saying that every legislative proposition that is inimical to the railroads will be found, on careful examination, to be equally inimical in its ultimate effects to the interests of the people of the territories served by their lines. Legislation embodying the common-law principles forbidding discriminations by a common carrier, requiring all charges to be reasonable, and requiring the carrier to perform its proper service to the extent of its ability, is in the interest of the public, because it simple requires the carrier to put into practice policies that are possible and that are just, and that intelligent self-interest would compel it to adopt to assure the building up along its lines of prosperous communities—the only basis on which its own lasting prosperity can be founded. Every proposition to extend legislation affecting railway rates or railway service beyond these principles should be examined carefully by legislators and by the people from whom both State and Federal legislators receive their authority, and if it is found that it would injure either the railways or the public it should be rejected, for if its immediate effect is injurious to one, its ultimate effect will, in obedience to an inevitable economic law, be injurious to both."

If the railway is to secure the maximum of traffic from any locality it must assist in every way possible the development of every industry in that locality.

"Up to a certain point the requirements of the sparsely populated section for mail service and for necessary travel make it necessary for the railways to run a certain minimum number of trains in each direction each day, whether those trains are immediately profitable or not. There is probably not a railway in the country that would not be glad to discontinue some of its passenger trains if it could be done without inconveniencing the public along its line. There is probably no section of the country in which a larger proportion of the passenger trains are run primarily with a view to accommodating the traveling public along the lines of the roads than in the South. The railways of that section are glad to furnish this service, and are always ready to extend and improve their passenger service as rapidly as conditions will warrant it. It is apparent, therefore, that any legislation by the Southern States seriously impairing passenger revenues must inevitably make it impossible for the railways to improve their service as rapidly as would otherwise be the case, and there is danger that if passenger fares should be very materially reduced it might even be found impossible to maintain the service at its present standard."

"If there be a man in this neck of woods who is thinking of any other candidate for Governor than T. A. Jennings, we have yet to hear of him. There appears to be a perfect unanimity of opinion hereabouts that he is the one man having all the qualifications for the position, and one who has the necessary courage of his convictions to deal fairly and squarely with every inhabitant and corporation in our state."

"West Florida ports are slowly, but surely getting in closer touch with the interior by new railroads. Pensacola expects another railroad inside of the next 18 months and possibly will have two of them. St Andrews Bay will have a road in operation by September and may possibly have two inside of a year. Apalachicola has just celebrated the completion of her first road, and Carrabelle which has had a road for several years is now talking about another one. In ten years from now, with the proper encouragement for capital and for people, West Florida will be the most populous and the wealthiest section of the state."—*Pensacola Journal*.

Another R Railroad For Panama City.

The following clipped from the *Lumberman* of the 15th will be read with interest by our readers. This makes the third road that has been chartered within the past six months through southwest Georgia to this point. It illustrates the growing interest among railway men in this Port, and illustrates the necessity felt by them of having deep water terminals. The tendency of all railway traffic is now toward the Gulf; it is the natural low grade, less expensive way of transporting the vast agricultural, mineral, and lumber products of the South, to the old and new markets of the world. Thus the interest in this coming deep water port on the part of railway men.

"Last Thursday a charter was issued to the Savannah & Southwestern Railroad Company, a \$7,000,000 corporation which purposes to at once build a 350-mile railroad, running from Savannah to the Gulf of Mexico. The new road will traverse one of the richest timber sections in the southern states and several of its promoters are prominent lumbermen. Already the stock of the new road has been placed on the market and the work of construction is expected to begin at a very early date. The terms of the charter give the company the authority to bond its property for not more than \$20,000 a mile of road actually constructed. The survey of the new system provides for a line that will penetrate southwestern Georgia and a part of Florida, touching the Gulf at a point in Washington county, Florida, beyond Apalachicola. In Georgia the road will traverse the counties of Chatham, Bryan, Liberty, Tattnall, Appling, Jeff Davis, Coffee, Berrien, Colquitt, Thomas, Grady and Decatur. In Florida the counties of Leon, Gadsden, Liberty, Franklin and Washington will be penetrated. The principal offices of the company will be located at Savannah. The incorporators are D. G. Purse, L. McNeil, J. C. Rowland, E. M. Frank, J. H. H. Entelman and John J. McDonough, of Savannah; H. R. Brown, Bibb county, Georgia; C. W. Deen, Appling county, Georgia; J. W. Quincy, Coffee county, Georgia; W. B. Roddenberry, Grady county, Georgia; John A. Carlton, Colquitt county, Georgia."

Southern Progress Summed Up.

The cold figures of the development of the South for any five-year period in late years are astounding in their magnitude. But the *Manufacturers' Record* has undertaken the gigantic task of summing up in a series of articles in its current number the progress of the South in the last quarter of a century. Of course, the work is thoroughly done and nothing of moment is omitted from the glowing story that fairly illustrates the argument of our great contemporary.

It is not by comparison with the old South that the new South seems going ahead at railroad speed. That section successfully challenges competition with any other on the footstool, in the United States or outside that magic domain. It is right that it should do so. The South not only maintains its supremacy in cotton, but holds the mastery of that product to a degree never known before in the world's markets. It is absolutely beyond possibility of rivalry in advantages for iron and steel production, for basic steel is fast supplanting Bessemer for many leading uses of that metal, and nowhere else on the globe except in certain sections of the South are coal and iron to be mined in the same neighborhood and delivered by gravity alone at the mouth of the same furnace door.

It is in manufacturing far more than in agriculture that the South has made such mighty strides in the last 25 years. There is no such field in any other section for the investment of capital or the rewards of labor. Its resources for water-power are unrivaled on the continent, and in every State south of Washington there is the greatest activity in works planned to utilize the abundant resources of the South in that respect. The cotton and iron mills are operated with the latest and best machinery, and farm methods are lifted from the rut of ages to a higher efficiency than was ever known in slavery days or was possible for a decade and more after the Civil War period of utter desolation.

The time has come when every American with an open mind must be as proud of the South industrially as of any other section of the Union. If he has a lingering doubt on that point a reading of the *Manufacturers' Record* will dissipate it forever.—*Buffalo N. Y. News*.

On the 23rd Judge Swayne issued a final decree in the case of the L. & N. R. R. against the Internal Improvement Board, in which the latter are required to pay the sum of \$251,102.55 out of the I. I. funds, being the amount declared due the Railway Co., for lands in dispute which had been sold by the state.

Southern Property Values.

As a matter of record of increasing prosperity in the South the following table of estimated true value of property there in 1900 and 1904, compiled by the *Manufacturers' Record* from a bulletin of the National Census Bureau is of interest:

States.	1900	1904.
Alabama...	\$774,682,478	\$965,014,261
Arkansas...	604,218,211	803,907,972
Florida...	355,742,969	431,409,200
Georgia...	936,000,450	1,167,445,671
Kentucky...	1,365,130,718	1,527,486,230
Louisiana...	815,158,003	1,032,229,006
Maryland...	1,317,372,958	1,511,488,172
Mississippi...	557,581,543	688,249,022
N. Carolina...	681,982,120	842,072,128
S. Carolina...	485,678,048	585,853,222
Tennessee...	956,672,000	1,104,223,979
Texas...	2,322,151,631	2,836,322,003
Virginia...	1,102,309,696	1,287,970,180
W. Virginia...	659,652,551	840,000,149

Total... \$12,934,333,376 \$15,623,671,285

The increase in values during the past two years has been quite as great as the increase between 1900 and 1904, and the wealth of the South is now \$19,000,000,000.

Figures for our own state would be as follows:

Valuation 1900.....	\$355,742,969
Valuation 1904.....	431,409,200
Increase in 4 years.....	75,666,231
Increase per year.....	18,916,557
Increase each day.....	51,893
Increase each hour.....	2,162
Increase each minute.....	836

The ratio of increase per year would be 22.7%. This would make an increase for the past two years of \$97,929,895. Adding this amount to the figures shown for 1904, \$431,409,200, would give a total valuation January 1st, 1907, of \$529,339,095.

State Press.

It is reported that Carrabelle is to have connection with the Apalachicola Northern road. This will give that place two roads.

The American National bank of Pensacola has bought real estate and is making plans to erect thereon a ten story bank and office building.

The proposed amendment to the state constitution prohibiting the manufacture or sale of liquors in this state failed of the necessary two-thirds vote in the house.

Gen S. D. Lee commander in chief of the U. C. V. has requested that all business be suspended at 2 p. m. June 3rd, while the unveiling of the statue to Jefferson Davis is taking place.

The legislature is to adjourn Friday. But little of importance has been accomplished at this session, and it is possible that an extra session may be called to attend to necessary legislation.

The Good Roads Association of Florida will hold their annual meeting in Pensacola, June 18th. Washington county should be vitally interested in this subject and have representatives at this meeting.

Mr F. Bullock left for St Andrews Wednesday where he goes to assume the duties of Cashier of the new Bank of St Andrews. We regret his leaving Chipley and have only good wishes for his future welfare and prosperity. His hosts of friends will miss him.—*Fediet*.

The race for Congressman from this district is now on publicly, with the candidates, Mr Lamar, and Mr Kehoe, both well to the fore in the limelight. Mr Kehoe is a virile, up to date, man, and is making a very good start in the race. Mr Lamar of course has the advantage of being in, but will have to hustle if he keeps within sight of his competitor.

The Ocala Star says: The special committee appointed by the board of county commissioners of Duval county to investigate the good roads problem and how to construct them inexpensively, yet well, of which the irrepressible A. S. Mann, the foremost champion of good roads in the state and president of the National Good Roads Association, has made its report and is full of suggestiveness and possible benefit to the state.

Their report clearly shows that oil and sand properly mixed makes one of the most economical roads that has yet been brought to light. In Florida it is an unsolved problem, because it is a new proposition to them, but in California it is no longer an experiment, but an assured fact, as it has been tested during the past twelve years and now the progress in that state has become general and those who have seen their roads and traveled over them speak of them in the highest terms of admiration and approval.